



METROPOLITAN
TRANSPORTATION
COMMISSION

November 21, 2002

RE: FY 2002-03 FTA Section 5307 Small Urbanized Area Formula Funds

Dear Small Urbanized Area Transit Operator:

On November 14th, Caltrans held a meeting to discuss the FTA Section 5307 small urbanized area apportionment (Governor's Apportionment) program. The purpose of the meeting was to provide instructions for submitting the FY 2002-03 operator expenditure plans. Jerome Wiggins of FTA also welcomed operators attaining eligibility for claiming federal small urbanized area formula funds as defined by the 2000 census and introduced federal regulatory requirements for claiming the FTA Section 5307 small urbanized area funds.

Changes in Caltrans' Process from Previous Years

Until the FY 2002-03, Caltrans programmed the apportionment funds by soliciting expenditure plans each year from eligible operators. Most small urbanized areas had only one operator, greatly simplifying the process. The 2000 census significantly redefined urbanized areas in the state and created urbanized areas with numerous operators confounding the simplicity of previous programming years. As a result, Caltrans requested that the Metropolitan Planning Organizations (MPO) take a more active role in programming the small urbanized area funds as described in the federal planning regulations.

Urbanized Area Changes

As previously noted, the 2000 census radically altered the MTC region's urbanized area boundaries creating three additional large urbanized areas, and five new small urbanized areas. The attached matrix, **Attachment A**, indicates operator eligibility for claiming FTA formula funds by urbanized area in the MTC region. These changes have created additional complexities for determining how the formula funds will be distributed in the region. MTC recently adopted an interim Transit Capital Priorities Process and Criteria (MTC Resolution No. 3507, **Attachment B**). The interim policy prioritizes projects already programmed in FY 2002-03 and projects previously deferred over new projects. It also provides a transitional period for the region's operators to reach consensus on revisions to the TCP Process and Criteria and principles for forging interagency agreements given the 2000 census defined urbanized area changes.

FY 2002-03 Programming of Small Urbanized Area Apportionments

Why should funding agreements and MTC Resolution 3507 affect small urbanized area operators?

As indicated by Attachment A, many of the operators eligible for funding in one of the five large urbanized areas are also eligible to claim funding in one or more of the small urbanized areas. In order to constrain committed programming to the 2000 census-defined urbanized area formula apportionments, as directed by MTC Resolution No. 3507, a portion of the small urbanized area funds will need to be allocated to fund previously programmed projects in the affected urbanized areas. **Attachment C** shows how funds will need to be allocated in order to fund the FY 2002-03 program of projects.

Immediate Request - Submitting FY 2002-03 Expenditure Plan

As noted, positive fund balances in some urbanized areas are available for programming. **Attachment D** shows projects by urbanized area and project sponsor. The individual tables list the estimated apportionment for each urbanized area and carry over amounts from previous years. Note that the apportionments shown on Attachment D reflect the FTA September 16, 2002 revisions—apportionments released from Caltrans reflect the June 2002 fund estimate. When evaluating your FY 2002-03 program, use the estimate shown on Attachment D. Please modify the information on Attachment D, if you need to change, add, or delete a project. An electronic copy of Attachment D can be downloaded from MTC's funding site: <http://www.mtc.ca.gov/funding.htm>. Transit operators should work with other eligible operators in their urbanized area to coordinate programming. If necessary, my staff will be available to facilitate these discussions.

Caltrans requested that MTC submit the region's expenditure plan by December 16, 2002. Adjustments to your projects can be made after this date; however, MTC staff would like to initiate discussions early in order to reach a consensus prior to release of the federal appropriations. Therefore, please submit your preliminary requests by sending your revisions to Attachment D by e-mail to Kate Miller at kmiller@mtc.ca.gov, with a carbon copy to your liaison by December 1, 2002.

Staff will evaluate submissions in preparation for review and discussion by interested operators at the December 4, 2002 Finance Working Group Meeting (scheduled for 9:30 a.m. in Room 171, Joseph P. Bort Metro Center, 101 Eighth Street, Oakland). If necessary, discussions will be continued at the January 15, 2002 Small Operators' Forum (scheduled for 1:30 p.m. in the Wm. R. "Bill" Lucius Conference Room ("Fishbowl") on the third floor of the Joseph P. Bort Metro Center, 101 Eighth Street, Oakland). Regional consensus of the proposed program will need to

be reached prior to final submission of the FTA Section 5307 Small Urbanized Area program of projects to Caltrans.

Next Steps

FY 2003-04 FTA Program of Projects:

On November 20th, the Commission adopted MTC Resolution 3515, the Interim TCP Process and Criteria for the FY 2003-04. This policy currently encompasses the large urbanized areas of San Francisco-Oakland, Concord, and Antioch. MTC staff will be working with other urbanized areas in the region to develop policies to specifically address the needs of each area for the FY 2003-04.

Future FTA Programming

MTC staff will be working with regional operators beginning in December to solicit input on how to approach future funding agreements between transit properties operating in more than one urbanized area, and to develop policies for meeting the changing financial landscape brought on by shifts in the economy and the 2000 census defined urbanized area changes in the MTC region.

Updating Long-Term Capital Needs

MTC Staff will also be sending a request to operators to update their capital needs in *Finance Plan*. This updated information will be used for evaluating various methodologies for distributing the formula funds in future programming cycles and for informing the Partnership Board Task Force which has been charged with evaluating the transit capital shortfall in preparation for the 2004 Regional Transportation Plan.

If you have any questions or require additional information, please contact my staff member, Kate Miller at kmiller@mtc.ca.gov or 510/464-7722 or Alix Bockelman at abockelman@mtc.ca.gov or 510/464-7850.

Sincerely,

Dianne Steinhauser
Manager, Programming & Allocations

DS:KM

Attachment A: Transit Operators Eligible for Claiming FTA Formula Funds by Urbanized Area

| <u>Urbanized Area</u> | <u>Designated Recipient</u> | <u>Large or Small Designation</u> | <u>Eligible Transit Operators</u> |
|-----------------------|-----------------------------|-----------------------------------|---|
| San Francisco-Oakland | MTC | Large | MUNI, AC Transit, BART, Caltrain, SamTrans, WestCat, Union City, GGBHTD, VTA, Alameda-Oakland Ferry*, ACE*, Vallejo |
| San Jose | MTC | Large | VTA, ACE*, Caltrain |
| Concord | MTC | Large | County Connection BART, ACE*, LAVTA |
| Santa Rosa | MTC | Large | Sonoma County Transit, Santa Rosa City Bus, GGBHTD |
| Antioch | MTC | Large | Tri-Delta BART |
| Fairfield | Caltrans | Small | Fairfield-Suisun |
| Gilroy-Morgan Hill | Caltrans | Small | VTA, Caltrain |
| Livermore | Caltrans | Small | LAVTA, ACE* |
| Napa | Caltrans | Small | Napa VINE |
| Petaluma | Caltrans | Small | Sonoma County Transit, GGBHTD, and Petaluma Transit* |
| Vacaville | Caltrans | Small | Vacaville |
| Vallejo | Caltrans | Small | Vallejo Transit, Benicia, Napa VINE & Napa VINE on behalf of American Canyon |

**Operator eligibility contingent on meeting other federal or regional requirements.*

Attachment B: Resolution No. 3507, FY 2003-03 Transit Capital Priorities Process & Criteria

Date: October 23, 2002
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 3507

This resolution approves the interim process for programming transit capital priorities projects in the San Francisco Bay Area for FY 2002-03 concurrent with Resolution No. 3232, the governing resolution that guided the original selection for transit capital projects on April 26, 2000. This resolution is being adopted to incorporate the new urbanized areas for which MTC is the designated recipient as defined by the 2000 census and noticed in the U.S. Bureau of the Census Federal Register Notice dated May 1, 2002 and subsequent Federal Register correction dated August 23, 2002.

Further discussion of this policy is included in the Programming and Allocations summary sheet dated October 9, 2002.

Date: October 23, 2002
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3507

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) funds to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that this is an interim policy that governs programming in the FY 2002-03 to address the transition of the new urbanized areas within the administrative responsibility of MTC.

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
the Commission held in Oakland,
California on October 23, 2002

Date: October 23, 2002
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 3507
Page 1 of 1

FY 2002-03 TRANSIT CAPITAL PRIORITIES PROCESS AND CRITERIA

This interim policy is being adopted to incorporate the new urbanized areas (UA) determined by the 2000 census into the existing Metropolitan Transportation Commission Transit Capital Priorities Process and Criteria, MTC Resolution No. 3232, for the purpose of revising programming for the FY 2002-03 FTA Section 5307 and 5309 Fixed Guideway (FG) formula funds. On May 1, 2002 (and subsequent changes noticed on August 23, 2002), the U.S. Bureau of the Census published a federal register notice creating three new large urbanized areas in the MTC region. These changes designated the MTC as the recipient of the FTA Section 5307 and Section 5309 Fixed Guideway funds for the two pre-existing large urbanized areas; San Francisco/Oakland and San Jose and the three new large urbanized areas; Antioch, Concord, and Santa Rosa.

It is further the goal of this resolution that MTC extend flexibility to transit properties located in the Antioch and Santa Rosa Urbanized Areas beyond that provided in MTC Resolution No. 3232. This flexibility should recognize guidelines established by Caltrans, in consultation with affected operators, and provisions of FTA Section 5307 related to areas transitioning from small to large urbanized areas. These two areas had been designated as small urbanized areas until the recent census redefinition when they were designated as large urbanized areas.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: October 9, 2002

FR: Executive Director

W.I.: 1512

RE: FY 2002-03 Interim Transit Capital Priorities Process & Criteria: MTC Resolution No. 3507

This memorandum requests Committee approval of the Interim Transit Capital Priorities (TCP) Process and Criteria, which is to guide revisions to programming of transit capital projects for the FY 2002-03 FTA Section 5307 and Section 5309 Fixed Guideway funds. The interim policy extends the existing TCP Process and Criteria as embodied in MTC Resolution No. 3232 to urbanized areas for which MTC recently became the designated recipient. Specifically, programming of transit capital projects governed by this resolution include the urbanized areas (UA) of San Francisco/Oakland, San Jose, Antioch, Concord, and Santa Rosa.

Background

The TCP Process and Criteria are the rules for establishing a multi-year listing of transit capital projects in the Transportation Improvement Plan (TIP). Funds programmed in the TCP include Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Formula (Section 5309). Until May 1, 2002 when the U.S. Bureau of the Census published a Federal Register notice changing to the urbanized area boundaries in the MTC region resulting from the 2000 census, only funds for the San Francisco/Oakland (SF/O) and San Jose (SJ) Urbanized Areas were subject to the TCP Process and Criteria. The May 1 notice established three additional *large* urbanized areas in the MTC region. In all, the MTC region went from two large urbanized areas (San Francisco-Oakland and San Jose) to five large urbanized areas (San Francisco-Oakland, San Jose, Antioch, Concord, and Santa Rosa) and from five small urbanized areas (Antioch-Pittsburg, Fairfield, Napa, Santa Rosa, and Vacaville) to seven small urbanized areas (Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo). FTA distinguishes between areas of greater than 200,000 population, large UAs, and areas with less than 200,000 population, small UAs. MTC is the designated recipient of large urbanized area funds while the governor (acting through Caltrans) is the designated recipient for small urbanized area funds.

Concord, originally part of the San Francisco/Oakland UA, is a newly designated large urbanized area. Antioch and Santa Rosa were pre-existing small urbanized areas until the 2000 census when these areas exceeded 200,000 in population placing them in the large urbanized area category. FTA Section 5307 funds apportioned to large urbanized areas cannot be used for transit operations, unless specifically noted in MTC Resolution No. 3232. This differs from the regulations for FTA Section 5307 small urbanized area funds which permits the use of these funds for transit operations. To assist those operators that shifted from a small UA to a large UA, Congress recently passed House Resolution (H.R.) 5157 which permits for one year the use

of FTA Section 5307 large urbanized area funds for transit operations for operators in areas just surpassing the 200,000 in population threshold determined by the 2000 census. There are three operators in the MTC region that are eligible to take advantage of this provision; Tri-Delta Transit, Santa Rosa City Bus, and Sonoma County.

In addition to retaining the three pre-existing small urbanized areas of Fairfield, Napa, and Vacaville, the U.S. Bureau of the Census also designated four new *small* urbanized areas in the MTC Region. These areas include: Gilroy-Morgan Hill (formerly part of the San Jose UA), Livermore (formerly part of the San Francisco/Oakland UA), Petaluma, and Vallejo (formerly part of the San Francisco/Oakland UA). Although operators in these small urbanized areas are within MTC's region, the programming of FTA Section 5307 small urbanized area formula funds is administered by Caltrans - Division of Mass Transportation, which acts on the Governor's behalf. As a result, the programming rules established under the TCP Process and Criteria do not necessarily apply to the operators in these small UAs. Nevertheless, for FY 2002-03, small urbanized area operators that are also eligible to claim funds in the adjacent large urbanized areas have worked closely with MTC staff to apportion projects to those small urbanized areas outside MTC's administrative jurisdiction in order to meet the Commission's previous programming commitments.

Objectives of the FY 2002-03 Interim TCP Process and Criteria

Programming policies implemented to guide staff on revising the FY 2002-03 FTA Section 5307 program under the interim TCP Process and Criteria are as follows:

- **Meet MTC's pre-existing programming commitments:** In April 2000, the Commission approved the FY 2002-03 FTA Section 5307 and 5309 Fixed Guideway (FG) programs for the pre-existing two large urbanized areas. The Commission also approved the annual TIP amendments adopting the FTA Program of Projects, which included the FTA Section 5307 program for each of the small urbanized areas. Staff's proposal recommends honoring these commitments whenever possible.
- **Minimize lost funding opportunities:** Because of the 2000 census-defined urbanized area changes, in some instances projects previously apportioned to only one eligible urbanized area had to be apportioned to more than one eligible urbanized area to fully fund the Commission's commitment. Staff worked with the Partnership to assure that all projects were funded and that unnecessary losses to individual urbanized areas were minimized.
- **Honor deferred commitments first:** The federal formula programs are adjusted each year to financially constrain them to the annual federal appropriations once FTA releases their annual appropriations in the Federal Register. In some years, programming exceeds the amount of funding available to some urbanized areas. In those years, projects are deferred to the following fiscal year. A preliminary fund estimate indicates that some of the projects that had been previously deferred to FY 2003-04 may be able to be funded in the FY 2002-03 when the FTA appropriations are released. Staff is recommending that projects deferred to outer years be given programming priority in the FY 2002-03 should any funds be available after the FY 2002-03 programming commitments have been met.

Schedule / Next Steps

Staff is recommending adjustments to the FY 2002-03 be done in concert with the release of the FY 2002-03 Federal Transit Administration appropriations, and that the changes be adopted by the Commission in conjunction with the annual transit TIP amendment.

Staff Recommendation

Staff recommends that the Programming and Allocations Committee forward the FY 2002-03 TCP Process and Criteria, MTC Resolution No. 3507, to the Commission for adoption.

Steve Heminger

SH:km

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 9, 2002

Item Number 5

Resolution No. 3507

Subject: Fiscal Year (FY) 2002-03 Interim Transit Capital Priorities (TCP) Process and Criteria

Background: The FY 2002-03 Interim TCP Process and Criteria are the rules for programming transit capital projects in the Transportation Improvement Program (TIP). Funds programmed in the TCP include Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Fixed Guideway Formula (Section 5309). The FTA Section 5307 and 5309 funds are apportioned to the region by large and small urbanized area (UA) boundaries. On May 1, 2002, the US Bureau of the Census published a Federal Register notice that radically revised the UA boundaries in the MTC region. Specifically, the MTC region went from two large UAs (San Francisco-Oakland and San Jose) to five large urbanized areas (San Francisco-Oakland, San Jose, Antioch, Concord, and Santa Rosa) and from five small UAs (Antioch-Pittsburg, Fairfield, Napa, Santa Rosa, and Vacaville) to seven small UAs (Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo). The Interim TCP will provide guidelines for revising the FY 2002-03 program for apportioning projects to applicable UAs and to include the new large UAs of Antioch, Concord, and Santa Rosa.

MTC staff, working with members of the Partnership, developed three objectives to guide programming policy for the FY 2002-03. These include: Meeting pre-existing programming commitments, minimizing lost funding opportunities to other operators, and honoring deferred programming commitments should any additional funds become available. Using these principles and the pre-existing guidelines established in MTC Resolution No. 3232, staff reached a consensus with members of the Partnership for adjusting the FY 2002-03 program to conform to the new urbanized area changes.

Staff will adjust the FY 2002-03 FTA Section 5307 and 5309 programming in the TIP following release of FTA's FY 2002-03 appropriations.

Issues: FTA Section 5307 large UA funds cannot be used for transit operations because of eligibility restrictions. Congress recently passed House Resolution (H.R.) 5157, which grants an exception to FTA Section 5307 eligibility guidelines to permit newly designated large UA operators to use these funds for operating purposes in FY 2002-03. Staff is recommending MTC expand the Interim TCP Process and Criteria to include this provision and allow Tri-Delta, Santa Rosa City Bus, and Sonoma County Transit to use their formula distribution for operating purposes, if they so choose.

Recommendations: Staff recommends that the Programming and Allocations Committee refer Resolution No. 3507, Interim Transit Capital Priorities, to the Commission for adoption.

Attachments: Executive Director's Memorandum
MTC Resolution No. 3507
Attachment A

Attachment C: Proposed Distribution of FY 2002-03 Section 5307 Project Costs by Urbanized Area

| Proposed FY 2002-03 FTA Section 5307 Programming | | | | | | | | | | | | | |
|---|------------------------------|----------------|---------------|--------------|---------------|-----------|--------------|------------------------------|------------|--------------|------------|------------|--|
| Operator | <i>Large Urbanized Areas</i> | | | | | | | <i>Small Urbanized Areas</i> | | | | | <u>Total Project Amount Apportioned</u> |
| | Totals | SF/O | San Jose | Antioch | Concord | SR-Novato | Santa Rosa | Vallejo | Gilroy-MH | Livermore | Petaluma | Napa | |
| AC Transit | 17,487 | 17,487 | | | | | | | | | | | 17,487 |
| ACE | 0 | | | | | | | | | | | | 0 |
| BART | 9,754 | 704 | | 1,318 | 7,732 | | | | | | | | 9,754 |
| Benicia | 0 | | | | | | | | | | | | 0 |
| Caltrain | 15,364 | 8,882 | 6,481 | | | | | | | | | | 15,364 |
| CCCTA | 603 | | | | 603 | | | | | | | | 602,572 |
| GGBHTD | 26,238 | 25,690 | | | | | 548 | | | | | | 26,238 |
| LAVTA | 10,273 | | | | 9,191 | | | | | 1,082 | | | 10,273 |
| MUNI | 47,280 | 47,280 | | | | | | | | | | | 47,280 |
| Napa | 850 | | | | | | | | | | | 850 | 850 |
| SamTrans | 15,762 | 15,762 | | | | | | | | | | | 15,762 |
| SR City Bus | 991 | | | | | | 991 | | | | | | 991 |
| Sonoma | 330 | | | | | | | | | | 330 | | 330 |
| Tri-Delta | 959 | | | 959 | | | | | | | | | 959 |
| Union City | 0 | | | | | | | | | | | | 0 |
| Vallejo | 605 | 0 | | | | | | 605 | | | | | 605 |
| VTA | 29,603 | | 28,687 | | | | | | 916 | | | | 29,603 |
| Westcat | 0 | | | | | | | | | | | | 0 |
| Project Total | 176,100 | 115,805 | 35,168 | 2,277 | 17,526 | 0 | 1,539 | 605 | 916 | 1,082 | 330 | 850 | 176,099 |
| Fund Estimate 1 | 182,106 | 115,855 | 35,186 | 3,869 | 17,533 | 0 | 3,037 | 2,727 | 916 | 1,082 | 808 | 1,107 | 182,106 |
| Caltrans (4) | 2,585 | | | 1,088 | | | 1,497 | | | | | | 2,585 |
| FTA Liaison | 79 | 50 | 15 | 2 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 79 |
| Balance | 3,343 | 0 | 2 | 503 | 0 | 0 | -1 | 2,121 | 0 | 0 | 478 | 257 | 3,344 |

Notes:

- 1) Fund Estimate 1: FTA adjusted apportionments adjusted to optimize revenue mile reporting, merging SR/N revenues back into SF/O
- 2) For both fund estimates, small UA fund estimates are consistent with FTA published numbers.
- 3) Funds shown in 1,000s.
- 4) Caltrans amounts indicate possible maximum pay back for previous year overprogramming by Tri-Delta, SR City Bus, and Sonoma County.
- 5) MTC is the designated recipient for large urbanized area Section 5307 funds. Caltrans is the designated recipient for small urbanized area Section 5307 funds.
- 6) On 9/4/02, the Finance Working Group agreed to fund projects for LAVTA and BART that had been deferred to FY 2003-04.
- 7) The deferred BART and LAVTA projects were de-escalated by 3.5%.
- 8) Fairfield and Vacaville UAs not included since these funds to be programmed to Fairfield-Suisun Transit and Vacaville City Coach only.

Attachment D

FY 2002-03 Small Urbanized Area Apportionments and Programming

| TIP ID | Project Sponsor | Amount | Project Name | Project Allocation Plan | | | | | | | | | |
|-----------------------------------|-----------------|------------|---------------------------------------|-------------------------|-----------|-------------|-------------|----------|-----------|-----------|------------|------------|---------|
| | | | | Fairfield | Gilroy-MH | Livermore | Napa | Petaluma | Vacaville | Vallejo | SF-Oakland | San Jose | Concord |
| Fairfield Urbanized Area | | | | \$1,834,962 | | | | | | | | | |
| PY Carry-Over | | | | 89,513 | | | | | | | | | |
| Total FY 2002-03 Funds Available | | | | 1,924,475 | | | | | | | | | |
| No Projects Currently Tipped | | | | | | | | | | | | | |
| Project Total | | | | | | | | | | | | | |
| Fairfield Urbanized Area Balance | | | | \$1,924,475 | | | | | | | | | |
| | | | | | | | | | | | | | |
| Gilroy-Morgan Hill Urbanized Area | | | | \$915,774 | | | | | | | | | |
| PY Carry-Over | | | | N/A | | | | | | | | | |
| Total FY 2002-03 Funds Available | | | | 0 | | | | | | | | | |
| SCL030009 | VTA | 352,600 | Palo Alto Transit Center enhancements | | | | | | | | | 352,600 | |
| SCL990046 | VTA | 29,250,305 | Preventive Maintenance | | 915,774 | | | | | | | 28,334,531 | |
| JPB990003 | Caltrain | 2,625,000 | Track rehabilitation project | | | | | | | | | 2,625,000 | |
| JPB990003 | Caltrain | 4,875,000 | Track rehabilitation project | | | | | | | 4,875,000 | | | |
| JPB990004 | Caltrain | 2,327,086 | N/S Terminal Track Upgrades | | | | | | | | | 2,327,086 | |
| JPB990004 | Caltrain | 4,154,589 | N/S Terminal Track Upgrades | | | | | | | 4,154,589 | | | |
| JPB991004 | Caltrain | 344,000 | Accessible Capital Enhancement | | | | | | | 344,000 | | | |
| JPB991004 | Caltrain | 456,000 | Accessible Capital Enhancement | | | | | | | | | 456,000 | |
| JPB991005 | Caltrain | 54,000 | ADA Capital Assistance: ADA TVMs | | | | | | | 54,000 | | | |
| JPB991005 | Caltrain | 71,500 | ADA Capital Assistance: ADA TVMs | | | | | | | | | 71,500 | |
| JPB99T002 | Caltrain | 159,792 | ATCS Upgrade | | | | | | | | | 159,792 | |
| JPB99T002 | Caltrain | 296,756 | ATCS Upgrade | | | | | | | 296,756 | | | |
| Project Total | | | | 915,774 | | | | | | | 9,724,345 | 34,326,509 | |
| Gilroy-Morgan Hill UA Balance | | | | \$0 | | | | | | | | | |
| | | | | | | | | | | | | | |
| Livermore Urbanized Area | | | | | | \$1,082,157 | | | | | | | |
| PY Carry-Over | | | | | | N/A | | | | | | | |
| Total FY 2002-03 Funds Available | | | | | | 0 | | | | | | | |
| ALA990077 | LAVTA | 150,902 | ADA Paratransit Operating Subsidy | | | | | | | | | 150,902 | |
| ALA99T008 | LAVTA | 10,122,362 | Fixed Route Vehicle Replacements | | | 1,082,157 | | | | | | 9,040,205 | |
| Project Total | | | | | | 1,082,157 | | | | | | 9,191,107 | |
| Livermore UA Balance | | | | | | \$0 | | | | | | | |
| | | | | | | | | | | | | | |
| Napa Urbanized Area | | | | | | | \$1,106,738 | | | | | | |
| PY Carry-Over | | | | | | | 852,863 | | | | | | |
| Total FY 2002-03 Funds Available | | | | | | | 1,959,601 | | | | | | |
| NAP970008 | Napa Vine | 144,000 | Bus Rehabilitation for VINE transit | | | | 144,000 | | | | | | |
| NAP970010 | Napa Vine | 975,000 | Operating assistance. | | | | 975,000 | | | | | | |
| NAP97AM58 | Napa Vine | 88,000 | Capitalized maintenance | | | | 88,000 | | | | | | |
| NAP990007 | Napa Vine | 16,000 | Purchase Office Furniture/Equipment | | | | 16,000 | | | | | | |
| NAP990011 | Napa Vine | 600,000 | Relocate existing Downtown Terminal | | | | 600,000 | | | | | | |
| NAP990011 | Napa Vine | 690,000 | Relocate existing Downtown Terminal | | | | 111,601 | | | 578,399 | | | |
| NAP990014 | Napa Vine | 25,000 | Tools and Equipment | | | | 25,000 | | | | | | |
| Project Total | | | | | | | 1,959,601 | | | 578,399 | | | |
| Napa UA Balance | | | | | | | \$0 | | | | | | |

Attachment D

FY 2002-03 Small Urbanized Area Apportionments and Programming

| TIP ID | Project Sponsor | Amount | Project Name | Project Allocation Plan | | | | | | | | | |
|---|------------------|------------|--|-------------------------|-----------|-----------|---------|-----------|-----------|-------------|------------|------------|---------|
| | | | | Fairfield | Gilroy-MH | Livermore | Napa | Petaluma | Vacaville | Vallejo | SF-Oakland | San Jose | Concord |
| Petaluma Urbanized Area | | | | \$807,972 | | | | | | | | | |
| PY Carry-Over | | | | N/A | | | | | | | | | |
| Total FY 2002-03 Funds Available | | | | 807,972 | | | | | | | | | |
| MRN010031 | GGBHTD | 4,160,000 | GGBHTD Spaulding Vessel Renovation. | | | | | | | | | 4,160,000 | |
| MRN010032 | GGBHTD | 360,000 | GGBHTD PMT Retrofit Project. | | | | | | | | | 360,000 | |
| MRN010033 | GGBHTD | 3,278,880 | Golden Gate Transit Bus Rehabilitation Project | | | | | | | | | 3,278,880 | |
| MRN990017 | GGBHTD | 2,982,787 | Ferry channel & berth dredging. | | | | | | | | | 2,982,787 | |
| MRN990027 | GGBHTD | 76,000 | Operating Assistance | | | | | | | | | 76,000 | |
| MRN99T001 | GGBHTD | 1,048,305 | ADA Paratransit Assistance | | | | | | | | | 1,048,305 | |
| MRN99T006 | GGBHTD | 14,408,480 | Bus Replacement | | | | | | | | | 14,408,480 | |
| TBD | Sonoma Cty Trans | 330,000 | To be determined | | | | | 330,000 | | | | | |
| Project Total | | | | | | | | 330,000 | | | | 26,314,452 | |
| Petaluma UA Balance | | | | | | | | \$477,972 | | | | | |
| Note: A minimum of \$330,000 to be programmed to Sonoma County per Resolution No. 3509 Negotiations | | | | | | | | | | | | | |
| Vacaville Urbanized Area | | | | | | | | | | \$1,289,882 | | | |
| PY Carry-Over | | | | | | | | | | 2,224,316 | | | |
| Total FY 2002-03 Funds Available | | | | | | | | | | 3,514,198 | | | |
| SOL010007 | Vacaville | 150,000 | Operating Assistance | | | | | 150,000 | | | | | |
| SOL010034 | Vacaville | 1,800,000 | Bus Terminal and Transfer Point. | | | | | 1,800,000 | | | | | |
| SOL010035 | Vacaville | 480,000 | AVL/Annunciator Technology | | | | | 480,000 | | | | | |
| SOL991099 | Vacaville | 40,000 | Purchase Transit Maintenance Equipment | | | | | 40,000 | | | | | |
| SOL991101 | Vacaville | 120,000 | CNG Fuel Facility Upgrade | | | | | 120,000 | | | | | |
| Project Total | | | | | | | | 2,590,000 | | | | | |
| Vacaville UA Balance | | | | | | | | \$924,198 | | | | | |
| Vallejo Urbanized Area | | | | | | | | | | | | | |
| PY Carry-Over | | | | | | | | | | \$2,726,851 | | | |
| Total FY 2002-03 Funds Available | | | | | | | | | | 2,726,851 | | | |
| NAP970008 | Napa Vine | 144,000 | Bus Rehabilitation for VINE transit | | | | 144,000 | | | | | | |
| NAP970010 | Napa Vine | 975,000 | Operating assistance. | | | | 975,000 | | | | | | |
| NAP97AM58 | Napa Vine | 88,000 | Capitalized maintenance | | | | 88,000 | | | | | | |
| NAP990007 | Napa Vine | 16,000 | Purchase Office Furniture/Equipment | | | | 16,000 | | | | | | |
| NAP990011 | Napa Vine | 600,000 | Relocate existing Downtown Terminal | | | | 600,000 | | | | | | |
| NAP990011 | Napa Vine | 690,000 | Relocate existing Downtown Terminal | | | | 111,601 | | | 578,399 | | | |
| NAP990014 | Napa Vine | 25,000 | Tools and Equipment | | | | 25,000 | | | | | | |
| SOL990040 | Vallejo | 604,945 | ADA Paratransit Operating Subsidy | | | | 604,945 | | | 604,945 | | | |
| Project Total | | | | | | | | | | 1,183,344 | | | |
| Vallejo UA Balance | | | | | | | | | | \$1,543,507 | | | |